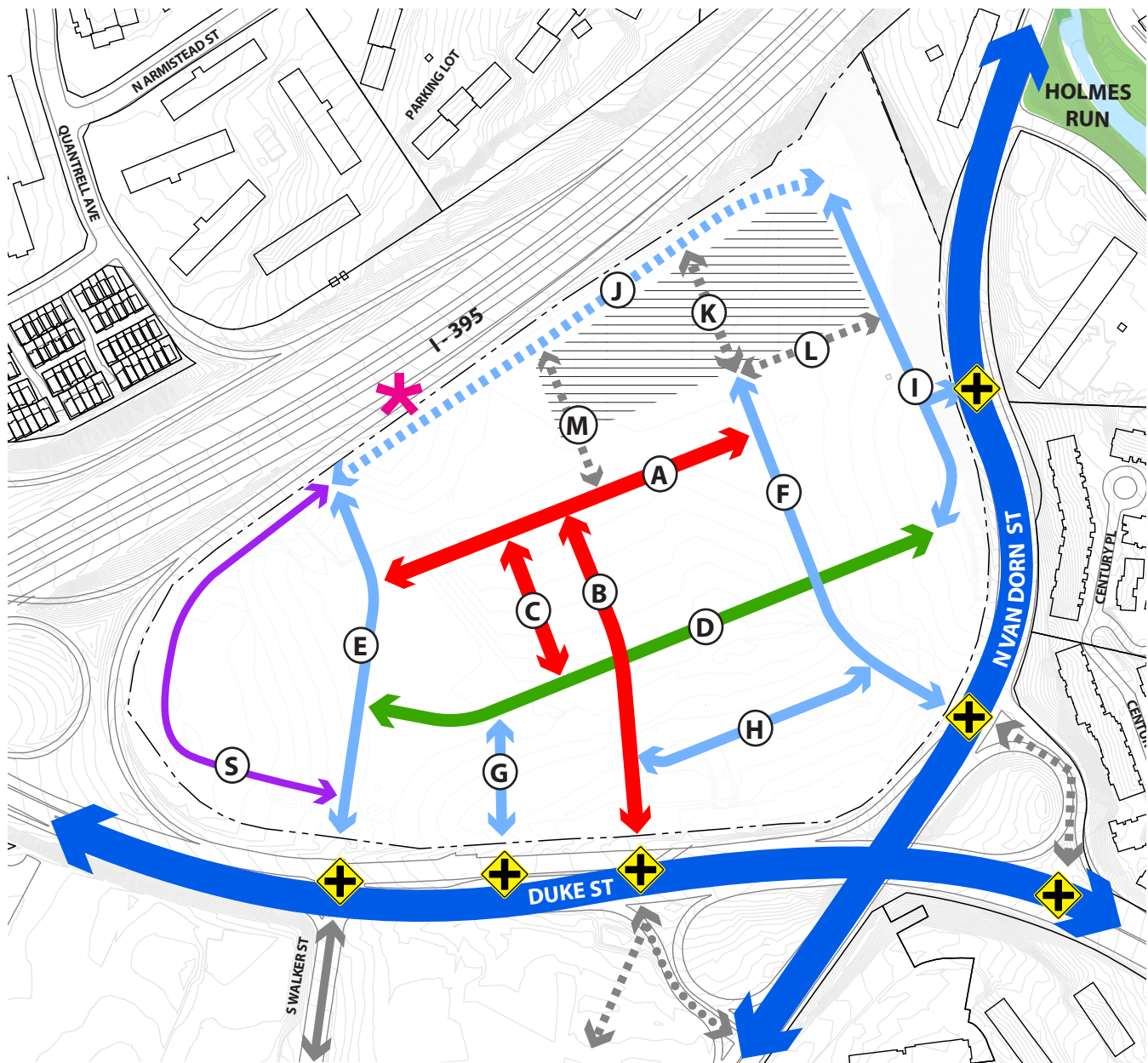


Figure 1: Framework Plan and Complete Street Typology

**LEGEND**

<span style="color: red;">—</span>	Main Street		Signalized Intersections
<span style="color: green;">—</span>	Mixed-Use Boulevard (Green Street)		Existing above Grade Parking Structure to be Redeveloped with Future Phases
<span style="color: blue;">—</span>	Neighborhood Connector (2)	<span style="color: magenta;">✕</span>	Potential Connection to/from I-395 (3)
<span style="color: darkblue;">—</span>	Commercial Connector (4)	<span style="color: grey;">—</span>	Existing Connector
<span style="color: purple;">—</span>	Service Street	<span style="color: grey;">...</span>	Interim Connector
<span style="color: grey;">---</span>	Future Extensions (1)		

**Notes:**

1. Future street extensions in the event that the above grade parking structure is redeveloped.
2. Framework Street J to be designed and constructed as a Neighborhood Connector but used in the interim as a Service Street.
3. Location of a potential connection is for illustrative proposes only. Final location will be in coordination with VDOT and the city.
4. Improvements limited to property frontage.

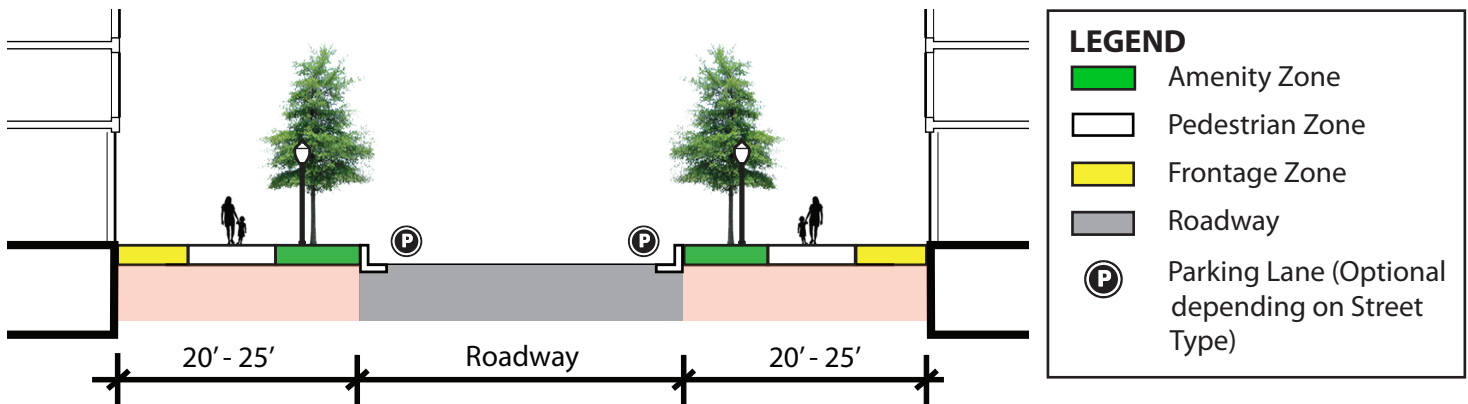


**Figure 2: Duke Street Perspective (looking east)**



**Figure 3: N. Van Dorn Street Perspective (looking south)**

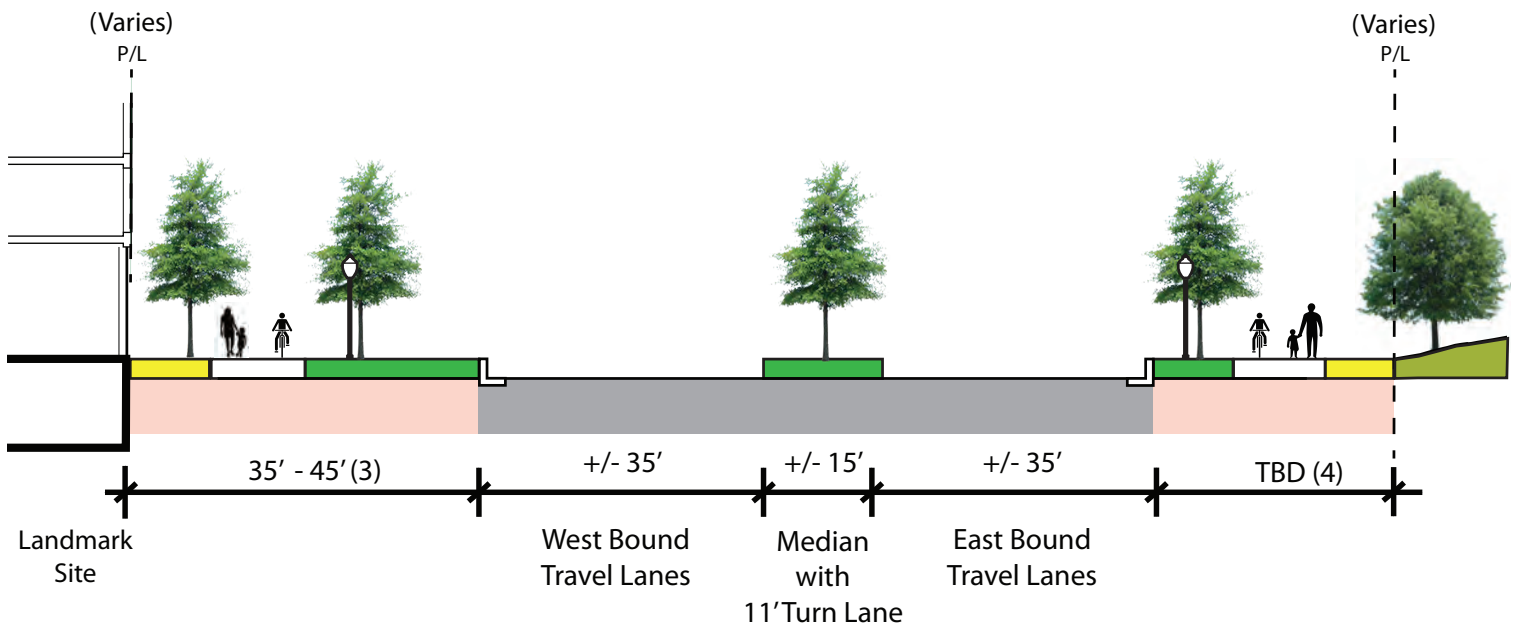


**Figure 4: Typical Framework Street Cross Section****Notes:**

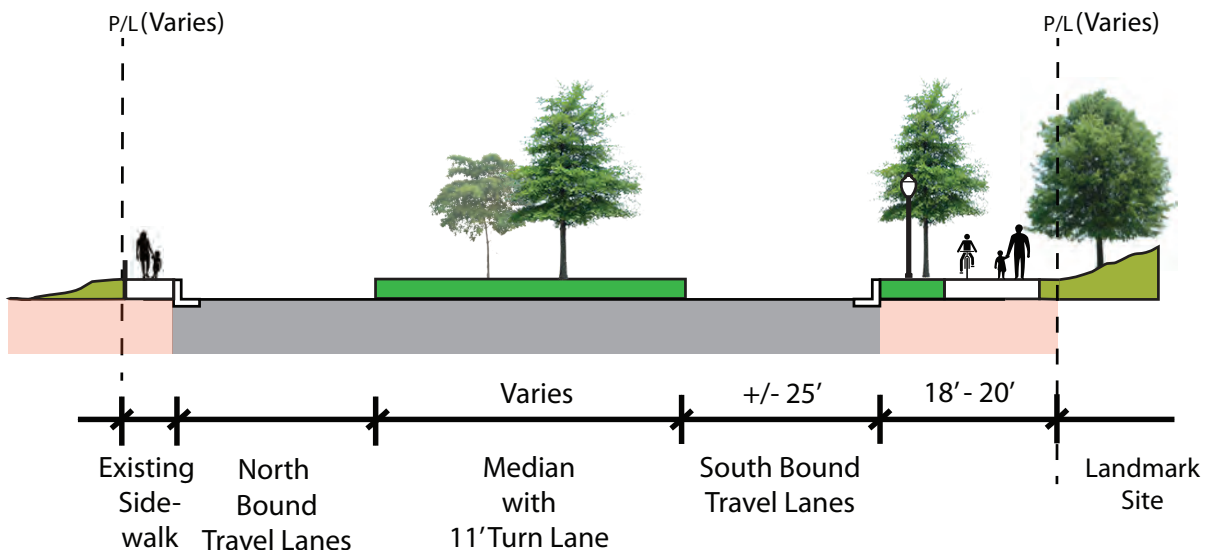
1. This figure is intended to provide general Zone locations and is not intended to reflect a specific Framework Street or street type. Refer to the chapter language for a general description of each Framework Street, and refer to the Complete Streets Design Guidelines for typical Frontage, Pedestrian and Amenity Zone character and dimensions for each street type.
2. Roadway and Zone dimensions will be established as part of the CDD approval(s).
3. The Pedestrian Zone must have at least 8' clear pedestrian path for all Framework Streets.
4. Bus Rapid Transit (BRT), on-street parallel parking and optional on-street parallel parking to be consistent with the intent of each Framework Street.
5. BRT will be provided on-street parallel to the curb on Framework Street D as generally depicted in Figure 8. Bus shelters will be provided in the Amenity Zone.
6. Bicycle facilities to be determined as part of the CDD approval(s). Where bicycle facilities are provided on-street, the pedestrian zone may be smaller. Where bicycle facilities are provided off-street, the pedestrian zone will be larger.
7. Buildings shown are for illustrative purposes only.



**Figure 5: Duke Street Cross Section - Commercial Connector** (See Note 1 & 2)



**Figure 6: Van Dorn Street Cross Section - Commercial Connector** (See Note 1 & 2)



**Notes:**

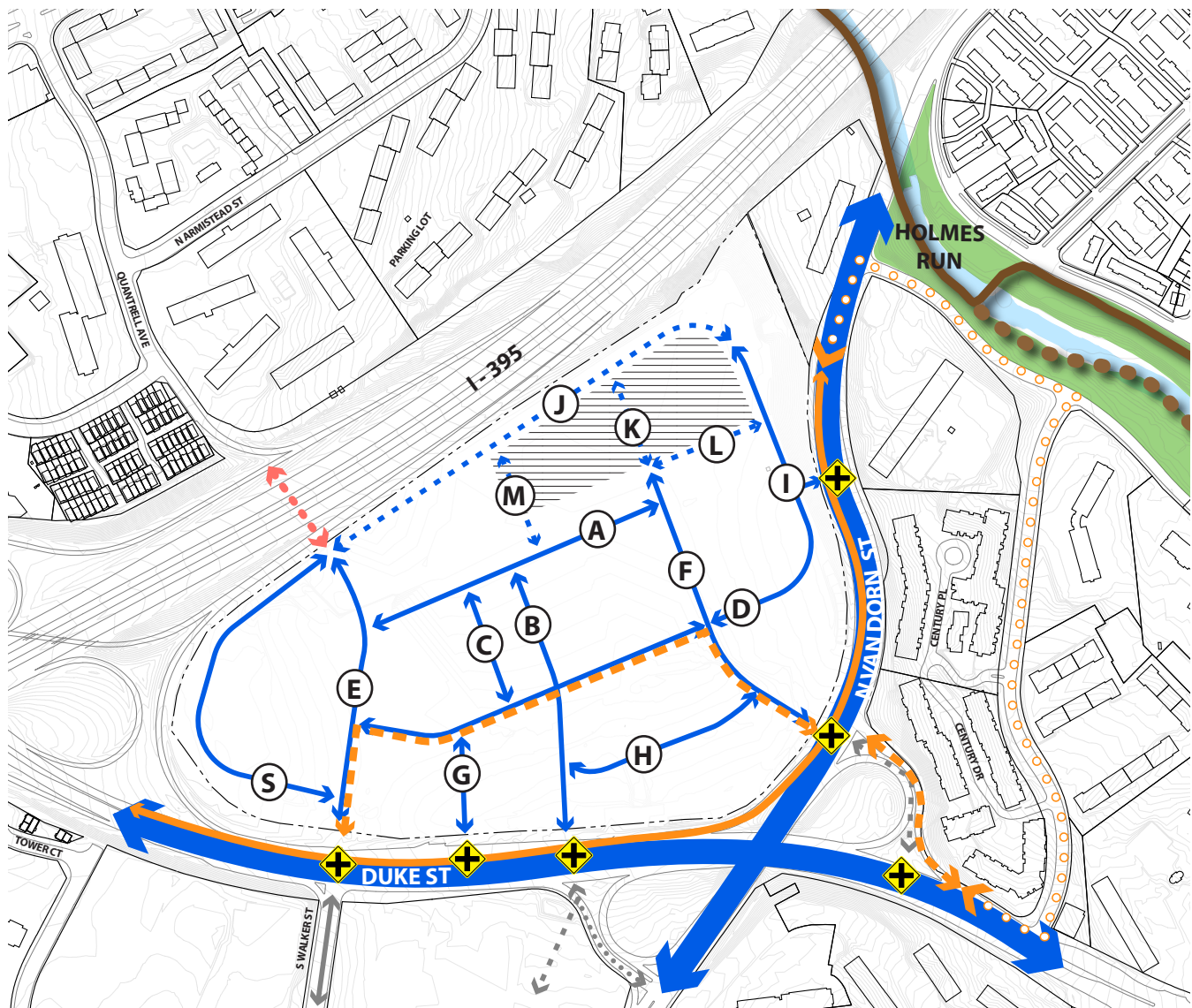
1. Buildings shown are for illustrative purposes only.
2. Shared-use trail dimensions determined as part of the CDD approval(s).
3. Curb side landscape area to to accommodate potential future transportation improvements.
4. Final width to be determined as part of future redevelopment of adjoining properties.

**LEGEND**

- Amenity Zone
- Pedestrian Zone
- Frontage Zone
- Roadway
- P/L Property Line



Figure 7: Pedestrian and Bicycle Facilities

**LEGEND**

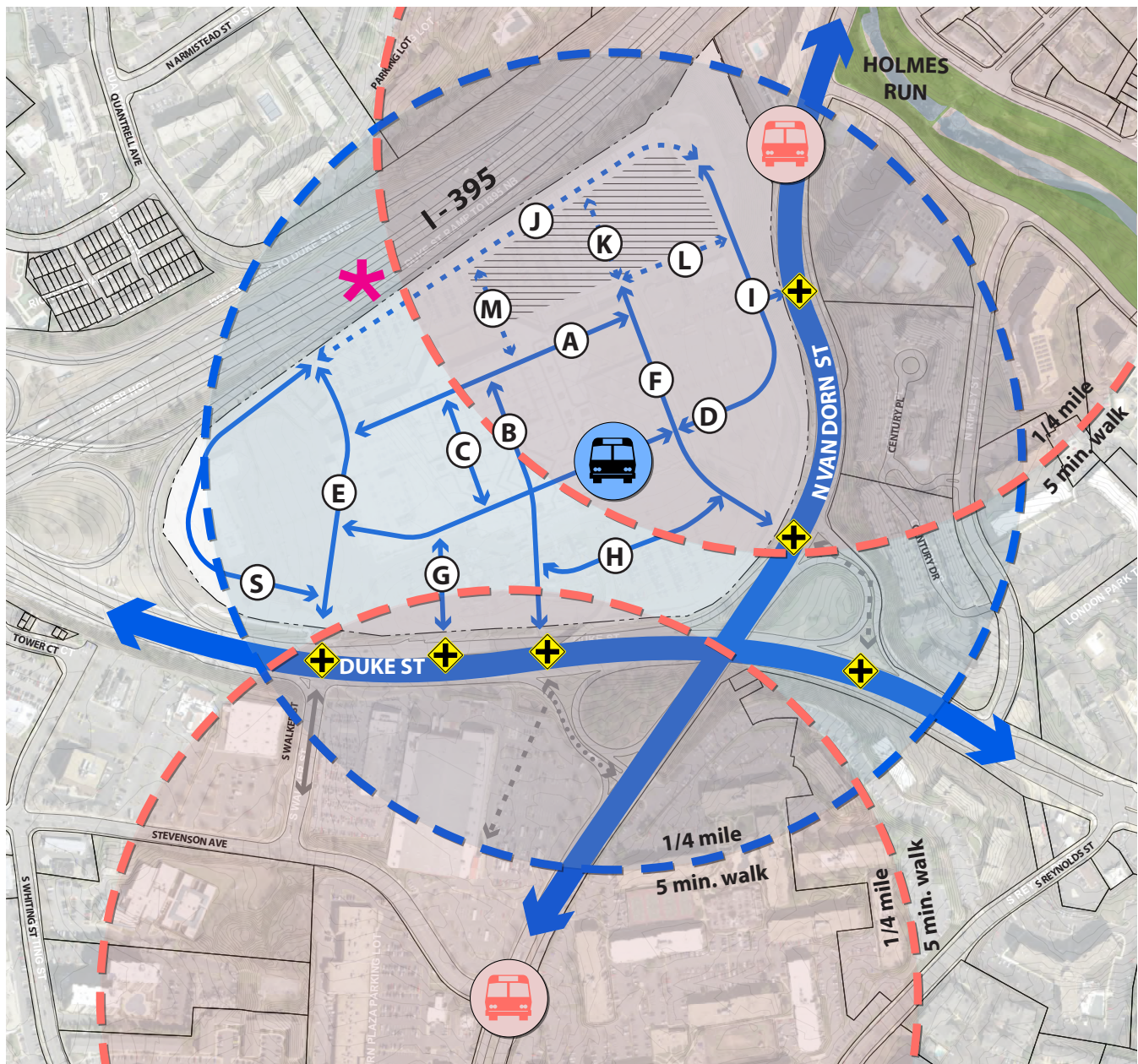
	Shared-use Trail		Framework Streets
	Bike Facility as determined by CDD (1)		Future Extensions
	Potential Bike Facility Planned by city (1)		Existing above Grade Parking Structure to be Redeveloped with Future Phases
	Existing Trail		Existing Connector
	Planned Trail by city		Interim Connector
	Potential Pedestrian/ Bicycle Bridge Connection (2)		Signalized Intersections

**Notes:**

1. Bicycle facilities may be a shared-use, enhanced bicycle corridor (dedicated lanes) or shared roadway (sharrow), consistent with the Transportation Master Plan.
2. Location of a potential connection is for illustrative proposes only. Final location will be in coordination with VDOT and the city.



Figure 8: Transit Hub

**LEGEND**

Proposed Transit Hub (1)



Planned West End Transitway Stop



Potential Connection to/from I-395 (2)



Framework Streets



Future Extensions

Existing above Grade Parking Structure  
to be Redeveloped with Future Phases

Existing Connector



Interim Connector



Signalized Intersections

**Notes:**

1. The proposed transit hub is for illustrative proposes only. Final location and coordination will be determined during the development review process.
2. Location of a potential connection is for illustrative proposes only. Final location will be in coordination with VDOT and the city.